UNITED STATES — GREAT LAKES

LAKE ERIE - MICHIGAN

DETROIT RIVER

Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

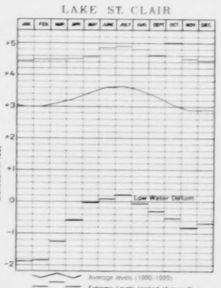
FEET
YARDS
METERS
STATUTE MILES

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83), and is considered equivalent to the World Geodetic System 1984 (WGS 84) for practical plotting purposes. Positions referred to the North American 1927 Datum must be moved 0.139 seconds northward and 0.275 seconds eastward to agree with this chart.

CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

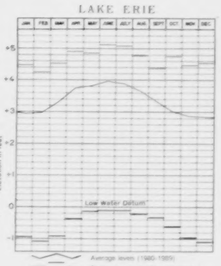
For more detail of Detroit River see Chart No. 14854

LAKE ST. CLAIR



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly major greater or lesser than the charted depths.

LAKE ERIE



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CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ⊙(Approximate location)

For more detail of Detroit River see Chart No. 14853

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly electronic aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.

NOTES

PLANES OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake St. Clair is at elevation 571.7 feet and Lake Erie is at elevation 568.6 feet.

Referred to mean water level at Father Point (Pointe au Père), Quebec, International Great Lakes Datum (1955).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
POTABLE WATER INTAKE (PWI)
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Surgeon General (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Detroit, Mich.	KEC-63	162.55 MHz (Chan. WX-1)
Toledo, Ohio	WXL-51	162.55 MHz (Chan. WX-1)

(7) Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S.

DETROIT

WINDSOR

DEARBORN

ECORSE

RIVER ROUGE

ZUG ISLAND

FIGHTING ISLAND

GRASSY ISLAND

WYANDOTTE

RIVERVIEW

TURKEY ISLAND

BELLE ISLE

FLEMING CHANNEL

GROSSE ILE

ELIZABETH PARK

TRENTON CHANNEL

STONY ISLAND

GROSSE ILE MUNICIPAL AIRPORT

GIBRALTAR

CELERON ISLAND

AMHERSTBURG

BOIS BLANC ISLAND

BAR POINT

PTE MOUILLEE

HURON RIVER

DOWNBOUND CHANNEL

UPBOUND CHANNEL

CONTINUED ON CHART 14853

WINDSOR

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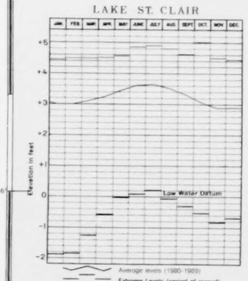

Extreme Levels (period of record)

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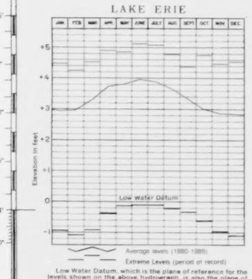

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○(Accurate location) ◇(Approximate location)

For more detail of Detroit River see Chart No. 14853

WARNING
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SUPPLEMENTAL INFORMATION
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NOTES

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NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.
Refer to charted regulation section numbers.

Pump-out facilities

CAUTION
Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

R MASTS 4 Vert Lts Occ 3 F R
R MASTS 3 Vert Lts Occ R 2 F R

LOGARITHMIC SPEED SCALE
2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

CAUTION
CHANGES IN BUOYAGE
Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green, black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the Defense Mapping Agency Hydrographic/Topographic Center weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

FEET
YARDS
METERS
STATUTE MILES

(JOINS RIGHT PANEL)

(JOINS LEFT PANEL)

(CONTINUED ON CHART 14830)

50th Ed., Oct 20/90 ■
14848
CSS: 418/7: N4848/990

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

20th Anniversary 1970s-1990s
National Oceanic and Atmospheric Administration
Serving The Nation
John A. Knauss, Administrator

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

(Detroit River)
SOUNDINGS IN FEET - SCALE 1:30,000

14848